

## THE WOODSTOCK DISPATCH.

ISSUED WEDNESDAY

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Editors and Proprietors.

WOODSTOCK, N. B., JULY 18, 1894.

## RAILWAY SUBSIDIES.

A correspondent to a St. John paper states that on Monday, the railway subsidies were brought down. They are, he says, mostly re-votes, and among the re-votes is the sum of \$83,200 for a railway from Woodstock to the international boundary between New Brunswick and Maine, a distance of twenty miles. This, we will inform the gentle reader, is the Woodstock & Centreville railway.

We are becoming anxious. When is this road to be built, and why the delay?

The whole question of railway subsidies must some day in the near future be dealt with by parliament. Without doubt the giving of subsidies has come to be a great abuse. Constituencies are lulled into slumber, by the promise of public money for railways. Elections are influenced thereby, and the roads then remain unbuilt. The people must put their hands in their pockets, whether for the purpose of building a great ocean to ocean highway, which seizes its benefactor by the throat as soon as it gets the upper hand, or for the purpose of constructing a local railway.

Whatever excuse there has been in the past for granting railway subsidies in special cases, applicants have now come to think that they are grievously injured individuals unless their demand is at once acceded to. During his life-time Sir John Macdonald saw the ill effect of a policy which probably he did his share to inaugurate, and announced that the time must come when railway projectors would have to depend on their own resources for carrying out their schemes.

The very fact that so much of the grant for railways this year is made up of re-votes, is proof positive that the roads are not needed, and that the projectors hesitate to carry into effect the plans which they so plausibly presented to the government, and by which they procured the necessary public aid.

The Woodstock & Centreville road seems to be a case in point. What the ins and outs of this case may be THE DISPATCH neither knows nor cares. No doubt there are in this, as in railway schemes in general, innumerable wheels within wheels, and political wire pulling of the most approved description. This, is small consolation to the people of the country who have been promised the road, and are anxious to know what is impeding the wheels of progress, now that both governments, federal and local, have been generous in the matter of subsidies.

## TRAIN WRECKERS.

It seems to be settled that the Moosehead Railway accident was caused by an obstruction of some sort having been put on the track. The railway company is to be congratulated that no fault can be found with it for this lamentable affair, and the public is also glad that a road in which it has a strong interest as properly looked after. But the reflection, that right in our midst are such representatives of the father of all evil that they do not shrink from atrocities more diabolical even than assassinating presidents, is horrible. The train wrecker and the avowed anarchist are twins.

Reports reach us that an attempt was made a few days ago to wreck a train on the Maine Central. It was the merest chance that the attempt was unsuccessful. Coming so soon after the Moosehead wrecking case, as this Maine Central outrage does, it leads one to the conclusion that there must be some train smashing plot afoot. The fiend or fiends who commit such atrocities, are indeed of those who smite in the darkness. It is to be hoped they will be found out before any further opportunity is afforded them to kill innocent people wholesale.

## The Senate Tariff Bill.

Harper's Weekly says: "The Senate Tariff bill is as different from the Wilson bill as protectionists have been able to make it. Coal and iron ore have been struck from the free list and restored to the dutiable list, in violation of the Democratic promise to give the country free raw material. Free wool remains, but the rates on woolen cloths have been so greatly increased that the promise of cheaper cloths cannot be kept if the woolen schedule remains as it is. The cost of manufacturing is further maintained at a high figure by increased duties on chemicals. The iron and steel schedule remains prohibitory. Finally, the sugar duties have been dictated by the trust through such flagrant and corrupt influence and pressure that the whole bill is tainted. The income tax provision, somewhat amended remains in the bill. It is the duty of the House of Representatives to radically amend or defeat this bill. It is better that McKinleyism should remain on the statute books, and that the agitation for real reform should continue, than that a Congress pledge to tariff reform should give the country a bill in many respects no better, and in some respects worse, than the McKinley law."

## Train Wreckers.

A deliberate and persistent attempt was made to wreck the Maine Central train which left Bangor at 10.50 Friday night. The train is known as the Bar Harbor express and makes no stops between Bangor and Waterville. While running slowly near Newport the engineer saw a fence rail on the track. The pilot brushed it aside. A little way further on the train struck an obstruction but passed over it safely. It was found next day the obstruction was a jigger apparatus used for lifting hand cars off the track. Still further along the track the train struck three sleepers piled on the track. They were knocked off by the pilot. The train was stopped and an investigation made. Wedged under one of the Pullman sleeping cars was a sleeper which was taken along with the train some distance and would probably have derailed the car at the next crossing or switch. A Pittsfield officer arrested two tramps and a woman walking into that town on the track on suspicion of being implicated in the affair. They will be given a hearing today. It is thought others were implicated, and Sunday a dozen tramps were arrested at Pittsfield and vicinity.

## More for the C. P. R.

On Friday last at Ottawa the house went into committee on a resolution to enable the C. P. R. to obtain a drawback of duty on iron and steel imported for use in building bridges to replace wooden bridges on the main line of the C. P. R. Mr. Haggart explained that these temporary bridges of wood were put up in order to open the road in 1885. Sir John Thompson said it was really an extension of the contract made necessary by reason of the contract having been declared completed in 1885, by order in council.

Dalton McCarthy strongly opposed the resolution. He looked upon it substantially as a change in the contract. The C. P. R. were entitled to certain subsidies on their road and drew these subsidies on representing to the government that the road was completed. Now they say it never was completed in point of fact, and they were now going on to complete it.

The resolution carried.

## England First, Canada Second.

In the Kolapore cup contest at Bisley between teams of eight men from England, Canada, Jersey and Guernsey, at the 200 yards stage, the scores were as follows:

England, 243 points; Canada, 233; Jersey, 233; Guernsey, 225.

It will be seen that Canada and Jersey tied at 233 points. The following were the scores of the Canadian teams: Bertram, 27; Hayhurst, 32; Simpson, 31; Davidson, 39; Rolston, 39; Ogg, 31; Mitchell, 37; Milligan, 37.

The following are the scores of the Canadian team in the contest for the Kolapore cup at 600 yards: Hayhurst, 29 points; Bertram, 33; Simpson, 26; Davidson, 32; Rolston, 30; Ogg, 21; Mitchell, 30; Milligan, 29; total 230.

The following are the scores in the finals for the Kolapore cup: England, 699 points; Canada, 677; Jersey, 655; Guernsey, 642.

## Late Dispatches.

LONDON, July 16.—At the Royal Ulster yacht Club races, begun on Monday, in which the American sloop Vigilant and the British cutter Britannia alone competed, the latter was an easy winner, having one minute and thirty-three seconds to spare.

WASHINGTON, July 16.—The house today, by a vote of 125 to 16, adopted a resolution offered by Mr. McCreary of Kentucky, endorsing the action of the president and administration in suppressing lawlessness in connection with the strike. It was adopted under suspension of the rules, only, 38 minutes being allowed for debate.

BATTLE CREEK, Mich., July 16.—Train No. 9 on the Grand Trunk, was wrecked here at 3 o'clock this morning by the removal of fish plates from the rails, supposed to be done by strikers. Fireman Thomas Crowe was killed and four trainmen were severely injured, but not fatally injured.

FREDERICTON, July 15.—The central committee of the Provincial Farmers' conference are now actively engaged in perfecting their arrangements. Circular letters to the Dairy-men and Farmers' association and to each agricultural society in the province are being sent out, inviting the members of each society to interest themselves in making the conference the greatest agricultural demonstration ever held by the farmers of New Brunswick. A most attractive and interesting programme is being prepared and will be completed this week.

The Fredericton Park association have arranged to have a meeting on their track on Aug. 16th, for which a purse of \$450 is offered. The races are a 2.37 class, purse \$250; and a 2.50 class, purse \$200; five to enter and three to start.

LONDON, July 16.—In the athletic contest between Oxford and Yale, the England and New England universities, the 100-yards dash, the mile and hurdle races were won by Oxford. Yale won in the hammer throwing, running broad jump, and putting the shot.

LONDON, July 17.—The Colonial Agents-General in London are not enthusiastic over the results of the intercolonial conference in Ottawa. The policy of a United Empire Trade League is considered crude and doubtful. The officials of the Colonial office also are incredulous as to the possibility of an effective scheme of imposing differential duties on British and colonial goods throughout the United Kingdom. If the policy were adopted, the Customs staffs at all the ports would require to be quadrupled, and buildings would have to be extended at an immense cost. The league policy would also greatly embarrass the Foreign Office in maintaining commercial treaties with foreign countries. On the whole, the chances of the Colonial Legislatures accepting the suggestions of the Ottawa conference are considered remote.

IN NEED OF REPAIRS.—The sidewalk on Chapel St. in the vicinity of the Wolverton House is badly in need of repair. A great many of the planks are old and rotten, and dangerous to pedestrians. The council should look into the matter at once.

## Gathering of Orangemen in Houlton.

The twelfth of July was a great day in Houlton, and had it not been for the rain which fell in generous volumes, it would have been a greater. The orangemen of Primary Lodge and the B. P. of Houlton had invited their brethren from Maine and New Brunswick to meet with them and celebrate their day. Excursions from Saint Stephen, Fredericton, and Woodstock, were taken advantage of by large numbers of Orangemen and others and these poured freely of their population into Houlton.

The lodges who were acting in the capacity of host had secured the use of the Opera House and the Park and had made ample preparations for entertaining a large number of guests. They met their visitors at the station on the arrival of the three excursion trains and escorted them to the Opera House from whence they adjourned to the Park. Here about six hundred orangemen were pleasantly engaged in demolishing the fat of the land in the grove when a shower came up and drove them into a neighbouring building. However they finished their dinner not unpleasantly, and then came the question as to the afternoon's programme. About three o'clock the rain let up, and an open air meeting was decided upon. The judges stand was adopted as a platform and the audience was addressed by Dr. Tabor, William Lindsay, A. F. Lockhart, John B. Morgan, and Dr. J. G. Atkinson. On the close of the meeting—it was about half past four—they fell into line four or five hundred strong, and marched through town after which they returned to the Park and again partook of the hospitality of their Houlton friends. The visiting Lodges report a very pleasant day notwithstanding the rain, but the Houlton people were very much chagrined that the entertainment they were able to extend fell so far short of what they had prepared for.

Many expressions of delight were heard from strangers at the beauty of the little town and the neatness of the grounds about the houses.

## Is it a Failure?

There is considerable excitement around Moncton about the reports in regard to the Memramcook gold mine. A clean-up was made last week. One report said the result was three dollars per ton; another report three cents. The latter proved to be correct, about 1,100 tons of quartz yielding about twenty dollars, or less than two cents per ton. To say that the stockholders are disappointed is putting it mildly. About thirty thousand dollars has been invested in the stamp mill, and samples tested were alleged to have yielded as high as three dollars and seventeen cents per ton.

It is likely a meeting of the directors will be summoned at once to consider the situation.

It is reported that Mr. Nielly of Halifax, promoter of the mine, has within the last few days been selling the stock all over the province.—Sun.

It is said that several Woodstock capitalists have investments in this mine.

## Nova Scotia Coal.

Never in the history of Nova Scotia has there been such activity in the coal mining industry, and the amount of coal mined will doubtless be far in excess of anything hitherto accomplished. Now it is easily seen that the so called coal deal is a good thing for the province. All good citizens rejoice to see the boom that is going on, and they care not whether the capital is supplied by Yankees or Canadians. The policy of the Fielding Government on the coal deal, endorsed as it was by a majority of the people, and by many leading conservatives, is developing our mining resources, and building up the country. Irrespective of party, Fielding deserve credit for enacting the coal deal. We have a great country, and we need great men to develop it.—Picton, N.S., Pick-Me-Up.

## Drowning Fatalities.

Three men, Daniel Logan, Edward Logan and John McBey, went over the falls at St. John on Thursday night last, in a boat and were drowned. The same afternoon Miss Lucy M. Beer, daughter of Mr. W. H. Beer, aged 17, was drowned while bathing with a party of friends at Clifton, Kings Co.

## NOTICE OF SALE.

To the heirs, executors, administrators, and assigns of Christian J. Peterson, late of the parish of Drummond, in the county of Victoria, deceased, Conradine his wife, and all others whom it may concern:

NOTICE IS HEREBY GIVEN that under and by virtue of a power of sale contained in a certain indenture of mortgage, bearing date the twenty-third day of November, in the year of our Lord one thousand eight hundred and seventy-seven, and made between the said Christian J. Peterson and Conradine his wife, of the one part and the Honourable Benjamin R. Stevenson, late of St. Andrews, in the county of Charlotte, deceased, of the other part, and duly registered in the Victoria county records, which said indenture of mortgage was subsequently assigned to the undersigned, there will for the purpose of satisfying the monies secured thereby, default having been made in the payment thereof, be sold at public auction, in front of the post office at Grand Falls, in the county of Victoria on SATURDAY THE ELEVENTH DAY OF AUGUST NEXT, at the hour of twelve o'clock noon, the lands and premises mentioned and described in the said indenture of mortgage as follows: "Beginning at a post standing in the most westerly angle of lot number sixty-three, granted to Ole Nielsen in New Denmark, thence south thirty-five degrees, east thirty chains, thence north fifty-five degrees, east thirty chains and fifteen links or to the south side of the New Denmark road, thence along the same north thirty-five degrees, west thirty chains to a post and thence fifty-five degrees, west thirty chains and fifteen links to the place of beginning, containing one hundred acres more or less, and known and distinguished as lot number sixty-five in New Denmark," together with all and singular the buildings and improvements thereon and the appurtenances to the same belonging or in any manner appertaining.

Dated this 2nd day of July A. D. 1894.  
[Sgd.] ANDERS J. JENSEN,  
Assignee of Mortgagee.

## Paris Green,

## Insect Powder,

## Tanglefoot Fly Paper,

## Baird's Fly Poison Mats,

## Camphor,

## Camphorite Balls,

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## Lime Juice,

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Should you want single yarn it will cost you 15c.—and if you must have rolls—we make them for 6c.—We also take wool at cash price, and pay in cloth—Flannel Blankets—yarn horse blankets also at cash price.

Call and see us, and we will gladly furnish you with further instruction.

Woodstock Woollen Mills Co. (Limited.)

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In fact I am selling my whole stock of Dry Goods, Boots, Shoes, Ready-made Clothing, Hats, Caps, Room Papers, etc., at greatly reduced prices—Call and be convinced.

## B. B. MANZER

A despatch from Lyons says of Cesario Santo, the murderer of President Carnot: "His spirit is completely broken. He lies on his cot and groans continually that he is only twenty years old and does not wish to die. The guards watch him most carefully to prevent his suicide."

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